

Table 4. The Inland Water Routes of Central-South China *

Unit: Km = Kilometers
Mi = Miles

Waterway		Distance	Grade #
Yangtze River	Shanghai - Hankow	1,180 Km (700 Mi)	1
	Hankow - Ich'ang	673 Km (421 Mi)	2
	Ich'ang - Ipin	1,082 Km (672 Mi)	3
	Tschyang - Hsiangyin	100 Km (63 Mi)	4
	Tschyang - Ch'angte	208 Km (128 Mi)	5
Tsan-shui	Hsiangyin - Ch'angte	200 Km (125 Mi)	5
	Ch'angte - Shihping	861 Km (535 Mi)	5
Tu-shui	Tsanling - Tuiyang	286 Km (178 Mi)	5
Li-shui	Tungting Lake - Ts'uli	182 Km (95 Mi)	5
	Li-hsien - Lin-li	88 Km (54 Mi)	5
Tsu-shui	Tsanchiang - Shaoyang	380 Km (236 Mi)	5
Hsiang-sh'iang	Hsiangyin - Hsiangan	778 Km (484 Mi)	4
	Hsiangan - Tayungshiang	33 Km (21 Mi)	4
	Hankow - Hanohung	271 Km (168 Mi)	5
Han-shui	Hanohung - Wenshien	84 Km (52 Mi)	5
	Huk'ou - Tayd	830 Km (516 Mi)	5
Kai	Tayd - Hanchiang	29 Km (18 Mi)	5
	Tsch'ang - Poyang	72 Km (45 Mi)	5
Poyang Lake	Juihung - Tschan	378 Km (234 Mi)	5
	Hanchang - Shangkuan	250 Km (155 Mi)	5
	Hong Kong - Canton	130 Km (81 Mi)	1
Tu	Canton - Ts'angwu	280 Km (174 Mi)	3
Hsin	Ts'angwu - Kueip'ing	196 Km (122 Mi)	4
Ch'ien	Kueip'ing - Shihlung	188 Km (116 Mi)	5

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Liu	Shihlung - Liuchou	189 Km (118 Mi)	5
Yü	Kueip'ing - Tungning	427 Km (267 Mi)	4
Yao	Tungning - P'ingerhai	379 Km (237 Mi)	5
Tu	Tungning - Poai	608 Km (380 Mi)	5
Pei	Sanshui - Shuhshang	458 Km (286 Mi)	5
Tung	Canton - Polo	73 Km (46 Mi)	4
	Polo - Hoydan	130 Km (81 Mi)	5
Kuei	Ts'angwu - Tayungchiang	409 Km (256 Mi)	5
Total		10,808 Km (6,756 Mi)	

* Hsing-cheng-yüan, Hsin-wen-chü, [Bureau of Information, Executive Yuan], Hang-tao-Wang [The Navigation-Route Network], Nanking, 1947, pp.23-40.

Grade 6 water routes are not included in this table. How rivers are graded for navigability is explained below.

V. INLAND WATER ROUTES

Next to railways, water routes play a very important role in transportation in Central-South China. The two major navigable rivers of this region are the Yangtze and Pearl rivers. Other minor waterways are tributaries of these two. Up to the end of 1950, there were 174 wholly or partly navigable waterways of different grades (according to tonnage carried) in the five provinces of Hunan, Hupeh, Kwangsi, Kwangtung, and Kiangsi, with a total distance of 29,130 kilometers (See Table 4.)

The waterways in Table 4 are navigable for steamers ranging from 300 to 10,000 gross tons. Those waterways below Grade 5 accommodate 60-ton steamers or wooden junks. The different grades of waterways are determined by the navigability of each river.

35. The Navigation-route Network, pp. 3-5.

Navigability Grading of River

<u>Rating</u>	<u>Depth of River</u>	<u>Tonnage of Carrier</u>
Grade 1	5 to 8 meters (16' -26')	10,000 tons
Grade 2	3.8 meters (12')	2,000 tons
Grade 3	3.2 meters (11')	1,000 tons
Grade 4	2.8 meters (9')	600 tons
Grade 5	2.5 meters (8')	300 tons
Grade 6	1.5 meters (5')	60 tons

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The section of the Yangtze River between Shanghai and Hankow and the section of the Pearl River between Canton and Hong Kong are considered Grade 1 water routes. Ocean steamers above 10,000 metric tons can move freely along these routes. On waterways graded from 2 to 5, small steamers may be used. Only wooden junks and small steamers below 60 tons can be employed in the Grade 6 rivers. The inland waterways have been much improved during the 5-year period of the Communist regime. Navigability of the inland waterways was estimated at 95,000 kilometers in 1955, representing an increase of 27 per cent ³⁶ over 1950.

36. NCNA, Peking, May 7, 1955.

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1:Stanford U. S-4, 5 1956 AF14 Central China AF14

VI, THE COASTAL SHIPPING ROUTES

In dealing with the subject of coastal shipping of Central-South China, the coastal shipping routes and the principal harbors are of first importance. Ten routes connect the South China ports. These are shown in Table 5.

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1:Stanford U. S-4, 5 1956 AF14 Central China AF14

The Nationalist Government managed to save a number of government-owned ships from Communist confiscation by moving them to Formosa at the time of evacuation in 1949. It was estimated that less than 20 per cent of the shipping tonnage of the government-owned China Merchant Steamship Company was left to the Communists. Therefore, the total shipping volume available to the Mainland by 1950 was estimated to be not more than 200,000 tons.⁴² But because of the Communists' vigorous efforts, building new ships as well as salvaging and repairing sunken and damaged ships, a substantial recovery was made during the three-year period of 1951-54. In the Central-South Region, by 1951 the Canton and Huang-p'u dock yards are reported to have built 1,200 motor-sailing boats, and the Changsha Steamship Company had repaired 22 steamers.⁴³ 501 [396]

In the first half of 1953 about 2,500,000 tons of essential commodities for daily use were shipped from Shanghai by steamer to Chungking and I-pin through Hankow. The total amount of freight shipped on the Yangtze River in 1953 amounted to 5,300,000 tons, representing an increase of 18 per cent⁴⁴ over 1952. In the South China area, the shipments on the Pearl River and its tributaries constituted about 60 to 80 per cent of the total⁴⁵ local freight traffic in 1953. 505

42. Economic Weekly, Shanghai, Jan. 1950, Vol. X, No. 1, pp. 7-8.

43. Navigation in the Communist Area, Part I, p. 17.

44. The Economic Year Book, 1954, 1954, p. 51.

45. Ibid., pp. 51-52.

Improvements in transportation facilities and techniques contributed to the volume of water transport in Central-South China. For instance, in 1952, the length of time for the round trip of a steamer running between I-Ch'ang and Chungking was shortened from ⁴⁶ 6 to 4 days. Similarly, a round trip between Shanghai and Hankow took only 6 days in January 1954 instead of the 10 days formerly required.⁴⁷ An increase of shipping capacity resulted from the changes in towing practice. "Single-file towing" methods suggested by Soviet experts have increased both the speed and the volume of the shipping handled. 505 •

Before the end of 1952, the entire Yangtze River section within the Central-South Region adopted the "single-file towing" method. The Ch'ang-chiang Navigation Administration reported an increase of several hundred thousand tons⁴⁸ in freight volume between March and December of 1952.

By lowering transportation costs, the Communists have attempted to reduce the freight rate. For example, the freight rate in the Yangtze River area was reported to be 50 per cent lower in 1950 than in 1949. In 1951 and 1952, reductions to 30 and 20 per cent respectively were announced.⁴⁹ In the Pearl River district, the freight rates of steamships at the end of 1952 were about 50 per cent lower than those existing early in 1952; the

46. Navigation in the Communist Area, p. 17.

47. NCNA, Wuhan, Jan. 13, 1954.

48. Navigation in the Communist Area, p. 16.

49. Ibid., p. 14.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

passenger rate dropped about 15 per cent during the same period.⁵⁰ But after three years' effort to reduce the freight rates on the inland waterways, it was reported that only certain sections of the Yangtze and Pearl rivers had established freight rates below those of the railways on certain essential commodities.⁵¹ Other rivers in the Central-South Region charged higher rates than those current for these two large rivers.

The improper classification of different commodities with respect to rate-charging is a common defect of the system of rate-fixing. In the Pearl River district the freight rates of the first class are 6.8 times those of the tenth class.⁵² Seasonal factors and the direction of commodity movements were also neglected in the rate-fixing.

VII. NAVIGATION ADMINISTRATION AND SHIPPERS

The system for navigation administration in Central-South China can be divided into two categories, ocean shipping and river traffic. These are represented by the South China Ocean-shipping Administration governing coastal shipping, and the Yangtze River District Navigation Administration and the Canton District Navigation Administra-

50. Ibid.

51. Ibid.

52. Ibid., p. 15.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

tion governing inland waterway transportation. ⁵³ 505 ●

These district administrations are under the supervision of the two chief administrations for inland and ocean shipping of the Ministry of Communications in the capital. The original China Merchant Steamship Company of the Nationalist Government was changed to the People's Steamship Company in 1950, and then changed to the Ocean-Shipping Administration in 1951. The former Min-sheng Industrial Corporation, the largest privately-owned shipping company in China, was reorganized into a joint public-private ownership firm in 1952, and its name was changed to the Min-sheng Shipping Corporation. ⁵⁴ After reorganization, the company made considerable progress in achieving efficiency of operation and in increasing the volume of traffic. New ships totaling about 15,000 tons were built, and the expansion of transport activities ranged from the Yangtze River to the coastal ports of Canton, Chan-chiang, and Hai-k'ou. The volume of traffic showed an increase of 27 per cent. The company showed a profit during 1953, instead of suffering deficit as in pre-Communist days. ⁵⁵

In order to transform privately owned water- ⁵⁰⁵
transportation into state or semi-state capitalism. ⁴⁷¹

53. Ibid., pp. 1-2.

54. Huai Fu, "1953 Nien Chiao-t'ung Yün-shu Shih-yeh Ti Hsin Fa-chan ["The New Developments of Communication and Transportation Enterprises in China, 1953"], The Economic Yearbook, 1954, p. 52.

55. Ibid., p. 34.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

great efforts have been exerted in the Central-South Region. In Kwangtung Province, eleven private shipping companies were consolidated into Lien Hsing Steamship Company, Inc., under public-private ownership.⁵⁶ The same tendency was evident in other provinces of Central-South China, but necessary data are not available.

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IX. AIR TRANSPORTATION IN CENTRAL-SOUTH CHINA

When the Nationalists were evacuated from China in 1949, the two aviation companies, the China National Aviation Corporation and the Central Aviation Transport Corporation, left no planes on the China Mainland. But in November 1949, because of the sudden defection of the two leaders, Liu and Chen, over a dozen of the passenger planes were flown back to the Mainland from Hong Kong. Some of the employees in Hong Kong returned to China to serve the People's Republic. These employees repaired about sixteen more planes⁵⁷ during the period of 1950-51.

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In the early part of 1955 there were five civil air lines operated by the People's Aviation Company in the Central-South Region: (1) the Peking-Chengchow-Hankow Line; (2) the Hankow-Hengyang-Canton Line; (3) the Shanghai-Nanking-Hankow Line; (4) the Hankow-Ichang-Chungking Line; (5) the Canton-Nanning-Kunming Line.⁵⁸

56. Asia Foundation Bulletin, July 27, 1955.

57. Far Eastern Economic Review, Hong Kong, Vol. VII, No. 22, Dec. 1, 1949, p. 693.

58. China Weekly, No. 106. Jan. 10, 1955, p. 25.

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[505] about 97 li away. When the water rises in the summer, the river is navigable by small crafts to Yen-men and Shin-yang-shao. The total cargo weight of a boat cannot exceed a few shih, and the boat has to be towed or lifted by boatmen wading through the sand and rocks. Although the distance is short, the voyage is very strenuous.

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[505] The 270 li of the Yu Chiang from Yüan-ling to Pao-ching is navigable by small craft, carrying cargo not over several shih in weight, and covering only about a dozen li per day. From Pao-ching the river empties into the Sung-t'ao Ho, and when the water rises in the summer, light boats can go as far as Hua-yüan and Mi-no at Yung-sui, and may even be able to reach the city of Sung-t'ao.

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501 The boat used in the Miao area generally measures nine kung ch'ih in length, divided into seven holds, the middle hold being the widest, about one kung ch'ih in width (Illus. 18, 19). The oar, the paddle, the pole, the mast, and other attachments of the boat are not different from those seen elsewhere, except that at the bow there is a long paddle about six kung ch'ih long, which is used for coming down the sandbanks. Traveling upstream offers the greatest difficulty. Every time a sandbank is crossed, the boat has to be poled, lifted, towed, or pushed by several dozen men. Their chanting is as loud as the angry waves.

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491 From the middle of the Ming period up to the beginning of the Ch'ing period, soldiers were sent into the Miao area. [563] The most important duty of the military garrisons was to keep the communication lines open for troops and food supplies. [648] So the construction of roads and bridges in the area appears monumental. There are four kinds of land routes: the main road connecting Yunnan with Kweichow is the official road; the roads connecting the various military posts are military roads; the roads traversed by the Chinese people are civilian roads; and the small winding paths leading to Miao settlements are Miao roads. Taking Feng-huang as the center, the official road leads